Introduction of new railway services

†1370. SHRI KRISHAN LAL BALMIKI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of proposals for introducing new railway service pending with Government of India;

(b) whether it is a fact that the Government of Rajasthan has also submitted some proposals in this regard and if so, the details thereof; and

(c) the criteria for introducing new railway service alongwith the ground on which the proposals received from the Government of Rajasthan have not been approved?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) 5 pairs of new train services announced in Railway Budget 2005-06 & 2007-08 are pending at present.

(b) and (c) The following demands were received from Chief Minister/Rajasthan for introduction of new services:-

Jaipur-Pune	Ajmer-Kota	Jaipur-Bhopal
Jaipur-Puri	Jodhpur-Coimbatore	Amritsar-Mumbai *via* Ahmedabad
Ajmer-Kanniyakumari	Anupgarh-Delhi *via* Bhatinda	Amritsar-Mumbai *via* Bikaner

Amritsar-Mumbai *via* Jodhpur

New trains are introduced taking into account demands from the public representatives and various factors like availability of resources, operational feasibility, traffic justification, completion of gauge conversion works, new lines, development of requisite facilities etc.

The proposals received from Chief Minister/Rajasthan were examined but not found feasible for implementation due to operational and resource constraints.

Damage to tracks due to heavy rain in Orissa

1371. SHRI BHAGIRATHI MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that every year during heavy rainy season in the State of Orissa huge number of railway tracks get damaged or covered with water and complete trains services get affected;

(b) if so, the reasons for not taking any measure to avoid these happenings which is causing lot of damage to railway and inconvenience to public; and

(c) what is the total loss railway is facing every year for the last five years due to these problems?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

†Original notice of the question was received in Hindi

(b) Required necessary measures are taken by Railways every year to safeguard Railway track and Bridges for movement of trains.

(c) Orissa State is served by East Coast Railway (approximately 1654 route Kilometers), South Eastern Railway (approximately 575 route Kilometers) & South East Central Railway (approximately 51 route Kilometers). The year-wise details of losses suffered by Zonal Railways in the State of Orissa due to damages caused by floods since 2003-04 are given as under:

Year	Losses suffered due to floods by Railways which serve the State of Orissa (Approximately) (Rs. in Crore)
2003-04	Rs. 0.900
2004-05	Rs. 1.670
2005-06	Rs. 0.321
2006-07	Rs. 2.798
2007-08	Rs. 7.365
2008-09	Rs. 1.000

Creation of world class infrastructure

1372. SHRI VIJAY JAWAHARLAL DARDA:
SHRIMATI SYEDA ANWARA TAIMUR:
Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry of Railways has earned profit of Rs.25,000 crores during 2007-08 and has provided better connectivity to common man during the last five years;

(b) whether focus of the Ministry would now be towards qualitative change of railways by creating world-class infrastructure like high-speed corridors, etc. so that Indian Railways matches the best railway systems of developed countries by 2020; and

(c) whether Rs.25,000 crores profit would be invested for that purpose, coupled with generation of internal resources and diversion of need-based budgetary support allocated during Eleventh Five Year Plan for creation of world-class infrastructure?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The Railways generated cash surplus during 2007-08 before payment of dividend and appropriation to Depreciation Reserve Fund etc. of Rs.25,006 crores. Out of this, after appropriation to Depreciation Reserve Fund and payment of dividend to General Revenues etc. the Railway had available fund of Rs.13431.09 crores for appropriation to Development Fund and Capital Fund. Construction of new lines and gauge conversion works has enabled better connectivity and passenger traffic has increased significantly during the last five years. New lines are charged to Capital.

(b) to (c) The focus during the 11th Plan period will be overall capacity augmentation both of the network and in rolling stock production capacities along with qualitative improvements through